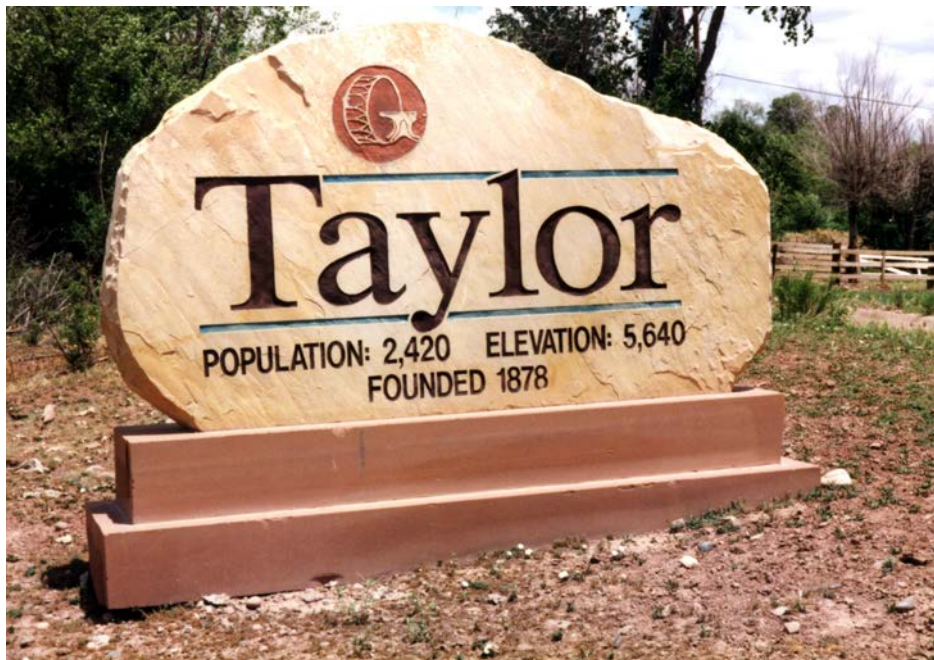


# 2025 General Plan

For The

Town of Taylor



Adopted by the Taylor Town Council: January 8, 2014

## Mayor & Council

### **Mayor**

Fay Hatch

### **Vice Mayor**

Shawn Palmer

### **Council Members**

Gary Solomon

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David Smith

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# **TOWN OF TAYLOR VISION STATEMENT**

The Town of Taylor moves vigorously into a prosperous future while preserving values and surroundings that protect freedom, peace, heritage, livelihoods, and family life. To accomplish this vision, the Town of Taylor aligns its planning and zoning actions with these goals:

- 1) Encourage broad public participation in major policy actions;
- 2) Protect the high-quality, rural lifestyle of Taylor;
- 3) Strengthen and expand infrastructure services to Taylor residents, and enhance conservation efforts to protect resources, including potable water;
- 4) Distribute fairly the cost and benefit of improving and expanding services and infrastructure;
- 5) Protect existing residential neighborhoods from major alterations or commercialization;
- 6) Preserve green space through positive arrangements with property owners;
- 7) Preserve, develop, and beautify parks and other public areas;
- 8) Encourage private initiative in beautifying residential neighborhoods and commercial areas;
- 9) Improve and expand our traffic circulation system to promote safe traffic flow, protect existing neighborhoods, and open new commercial opportunities in areas that are buffered from residential neighborhoods;
- 10) Utilize existing infrastructure concentrations to promote “in-fill” residential and commercial development in appropriately buffered areas;
- 11) Provide infrastructure, appropriate zoning, and efficient transportation access to create large and attractive commercial corridors (central and satellite) that invite business activity and promote local employment;
- 12) Expand the role of the airport in Taylor’s commercial life;
- 13) Define a logical geographic development scope for the town and promote orderly, cohesive development within that radius;
- 14) Exercise local sovereignty rights to protect local access to resources, including surface and subsurface water;
- 15) Embed the above goals in the town’s General Plan and use the plan as a constant reference point.
- 16) All the while striving to uphold individual liberties and property rights.

## 1.0 Introduction & Overview:

The Town of Taylor 2025 General Plan is a comprehensive policy document that addresses the development of the Town of Taylor based on Town needs, historic and existing development patterns, and the future vision of the Town.

The Town of Taylor 2025 General Plan is an update to the existing 2015 General Plan, which was adopted in 2003. Due to the growth of the Town (both in population and in geographic area), and changes in planning requirements (in particular Growing Smarter and Growing Smarter Plus, this update was initiated by the Town of Taylor.

The process to update the General Plan involved a number of people and interests in order to address as broad of a number of issues as possible. This involvement was encouraged and fostered through public notices, mailed invitations, and newspaper and radio announcements.

The Town of Taylor 2015 General Plan, as required by State Statute, addresses the following elements:

- Land Use
- Circulation
- Open Space
- Environmental Planning
- Water Resources
- Growth Areas
- Cost of Development

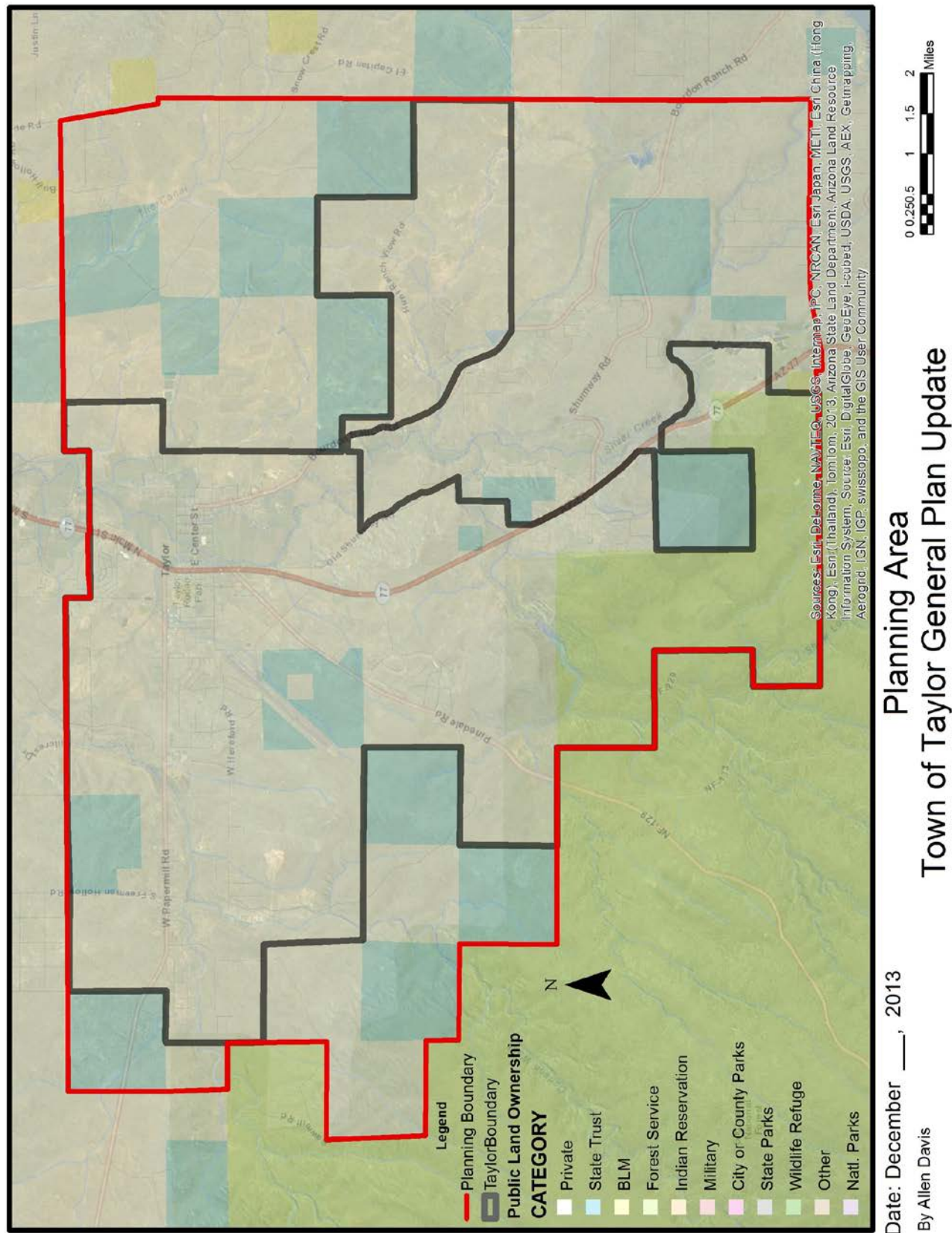
Each of these elements is addressed by a description of the particular element, a general discussion and analysis of existing conditions, and a series of goals, objectives and policies for each element. In addition, where applicable, an exhibit accompanies each element.

The Town of Taylor 2025 General Plan also includes an implementation program, which addresses the implementation of the goals, policies and objectives noted under each element. As the Town of Taylor 2025 General Plan is designed to evolve as the Town changes over the next 12 years, the implementation program also includes the process for amending the Town of Taylor 2025 General Plan.

The Planning Area for the Town of Taylor 2025 General Plan is the Taylor Town limits (see Planning Area Exhibit). The Town of Taylor consists of an area approximately 30.5 square miles. To the north of the Town of Taylor is the Town of Snowflake /unincorporated areas, and to the south is the Apache-Sitgreaves National Forest /unincorporated areas. Areas to the west and east are unincorporated. All unincorporated areas are under the jurisdiction of Navajo County.

Under State charter, State Trust land is administered by the Arizona State Land Department for the benefit of the State Trust beneficiaries to assure the highest and best use of these lands. The Federal Enabling Act and Arizona State Constitution mandate that fair market value must be obtained from all State Trust land transactions. All revenues derived from the sale of State Trust land are placed in a fund that benefits fourteen (14) beneficiaries. Given this well-defined mission, development can and does occur on State Trust land.

Planning Area map



## 2.0 Community History & Overview:

### History:

Taylor has its beginnings on January 23, 1878, when James Pearce and his family became the first settlers in the little Silver Creek valley in what is now the Town of Taylor. The name Taylor was adopted to honor John Taylor, English-born President of The Church of Jesus Christ of Latter-day Saints. Jim Pearce's daughter, Lizzie, was the first non-Native American child to be born in the Silver Creek valley.

The surveying of the town-site (using a rope tied to two sticks for a chain) was supervised by Joseph Cardon. The survey and the allocation of land was based upon the concept of a family allotment which had been recommended by a three-member committee.

Early Taylor straddled Silver Creek which proved to be a problem because of regular flooding. These flows were tamed on June 14, 1914, with the completion and dedication of the Daggs Reservoir Dam, located approximately 10 miles upstream from Taylor. The dam and new reservoir immediately added protection against serious flooding, while also retaining water to be released at a regulated flow for irrigation purposes.

The economy of the region was essentially agrarian in nature, but the church leadership made an effort to direct artisans to outposts such as Taylor. Services were often provided to others on a barter basis, as money was scarce.

In 1880 the Atlantic and Pacific Railroad began laying track from Albuquerque to Los Angeles. The railroad helped increase livestock and other agricultural production in the area as access to distant markets was now more readily available. Transporting materials from the surrounding countryside on wagons to the railheads, located in places like Holbrook and Winslow to the north, became an important part of the local economy in the 1880's and 1890's.

On October 30, 1914, A.Z. Palmer opened a large brick building which became one of the largest mercantile establishments in the area. The mercantile provided both local citizens and residents in nearby communities with most of the necessities of life.

Telephone and electric service were first introduced to the community in about 1915. The electrical power plant installed by the Snowflake-Taylor Irrigation Company provided only limited service at first, and the power was turned off daily at 9:00 p. m.

In the 1940's and 1950's, Arnold Pickle and Olive Company of Phoenix bought cucumbers from the local farmers. Cucumber production was such an important part of the local economy that a Cucumber Festival was started in 1948. The festival was renamed the Sweet Corn Festival in 1985 as cucumber production disappeared from the area and sweet corn became the predominant vegetable grown in the area.

In 1959 the Southwest Forest Products Paper Mill began operation on a location approximately 12 miles west of Taylor. This development changed the focus of the economy and significantly increased the population of the area. A fairly steady population of about 500 before Southwest's arrival rapidly increased to about 1500 by 1975, and has continued its rise to a population in the year 2010 of 4112.

The increased growth stimulated efforts to incorporate Taylor, and on June 6, 1966, Taylor incorporated as a Common Council Town with Bill Hancock, Gary Allen, Ted Brimhall, and A. S. Hatch appointed to the first town council. Hancock was selected by his fellow councilmen as the town's first mayor. One of the first major acts of this council was to ban livestock from the local streets.

## **Physical Conditions:**

### **Physical Setting:**

The Town of Taylor is located in east-central Arizona at an elevation of approximately 5,640 feet above sea level, within the Colorado Plateau region of Arizona. The Town is located on State Route 77, approximately 16 miles north of Show Low and 31 miles south of Holbrook / Interstate 40. The Town lies in a broad, flat valley on the banks of Silver Creek, with the surrounding land rising gradually to the south toward the Mogollon Rim which is located approximately 20-25 miles to the southwest (and has an elevation of 7000-7500 feet). To the north the land falls very gradually towards Holbrook/Interstate 40 and the Little Colorado River, which is at an elevation of just over 5000 feet.

### **Climate:**

Taylor has a fairly moderate, semi-arid climate. Winters are characterized by mostly sunny days, interrupted occasionally by storms lasting one or two days. The brunt of these storms is released in the higher, forested areas to the south and southwest, which results in fairly light rain or snowfall by the time the clouds move towards Taylor. Spring is quite sunny with little precipitation, but can also bring windy periods, particularly in the afternoons.

Summer starts out quite warm and dry, but in most years the "monsoon" pattern starts to develop in early July. This brings unsettled weather and frequent thunderstorms, although they are of short duration. About half of Taylor's annual precipitation occurs in such storms. In some years, remnants of hurricanes or tropical storms move northeasterly across Arizona in the late summer and early fall and provide widespread rainfall lasting several days. These storms can lead to flooding conditions in many areas, especially if the summer has already been wet with normal monsoon rains. Silver Creek regularly flows out of its banks in such conditions.

Fall gradually brings a return to generally sunny skies and very pleasant weather. This pattern sometimes lasts well into the official winter season if Pacific storms track to the north of Arizona.

The following table summarizes the average weather records in Taylor for the thirty-year period from 1951-1980:



#### Monthly Averages & Records - °F | °C

Date	Average Low	Average High	Record Low	Record High	Average Precipitation	Average Snow
January	20°	49°	-30° (1937)	79° (1943)	0.73"	3.3"
February	23°	55°	-17° (1956)	78° (1914)	0.72"	2.8"
March	28°	61°	-5° (1935)	84° (2004)	1.01"	2.7"
April	33°	69°	3° (1969)	92° (1943)	0.42"	0.9"
May	40°	77°	17° (1968)	98° (2000)	0.59"	0.3"
June	48°	87°	20° (1919)	102° (1970)	0.33"	0"
July	56°	90°	27° (1936)	104° (2003)	1.75"	0"
August	55°	87°	28° (1915)	102° (1914)	2.44"	0"
September	48°	82°	22° (1924)	98° (2000)	1.64"	0"
October	36°	71°	11° (1919)	90° (2003)	1.25"	0.3"
November	26°	58°	-17° (1931)	90° (1916)	0.93"	1.8"
December	20°	49°	-24° (1968)	75° (1958)	0.89"	3.6"

#### **Vegetation:**

The high ground is covered with juniper, pinon, and sage. Willows, elms, and cottonwoods grow along the waterways. The understory is composed largely of various grams grasses, Indian rice grass, galleta, bottle brush, and squirrel tail. The shrubs are largely sage, fourwing saltbush, and winterfat with lesser amounts of Mormon tea, rough menodora, buckwheat, Navajo yucca, and blackbrush. Cacti include prickly pear, cholla, mammillaria, and hedgehog.

#### **Soils:**

There are a variety of soil types in Taylor because of the large geographic area and variety of topography included within the Town limits. Most of the soils types are moderately deep or deep and well drained. Permeability is generally moderate to slow. There are considerable deposits of Bentonite clay which have a high shrink/swell factor. This requires special building techniques, usually including removal of the native soils and backfilling with more suitable materials where the footings will be located.

Windblown topsoil and sand have built up in some areas and the bottom areas along the flood plains is silted to considerable depth providing rich agricultural land. There are also a few areas within the Town limits which contain rock outcrops. These areas are also difficult to develop because of the increased cost of utilities, grading, and foundation work.

#### **Population:**

The latest census, conducted in 2010, indicated a population for the Town of Taylor of 4,112 people, making it the 105<sup>th</sup> largest community in Arizona. This population represents an increase of 29.5% from the 2000 census count of 3,176.

## 2010 Census data for TAYLOR, AZ

POPULATION BY SEX AND AGE		
Total 2010 Census Population for TAYLOR, AZ	4,112	100.0%
Under 5 years	413	10.0%
5 to 9 years	419	10.2%
10 to 14 years	415	10.1%
15 to 19 years	363	8.8%
20 to 24 years	232	5.6%
25 to 29 years	237	5.8%
30 to 34 years	241	5.9%
35 to 39 years	236	5.7%
40 to 44 years	206	5.0%
45 to 49 years	250	6.1%
50 to 54 years	238	5.8%
55 to 59 years	228	5.5%
60 to 64 years	168	4.1%
65 to 69 years	176	4.3%
70 to 74 years	133	3.2%
75 to 79 years	69	1.7%
80 to 84 years	52	1.3%
85 years and over	36	0.9%
Median age (years)	29.5	( X )
16 years and over	2,783	67.7%
18 years and over	2,634	64.1%
21 years and over	2,455	59.7%
62 years and over	571	13.9%
65 years and over	466	11.3%
Male population of TAYLOR, AZ	2,113	51.4%
Under 5 years	224	5.4%
5 to 9 years	226	5.5%
10 to 14 years	223	5.4%
15 to 19 years	208	5.1%
20 to 24 years	118	2.9%
25 to 29 years	113	2.7%
30 to 34 years	120	2.9%
35 to 39 years	121	2.9%
40 to 44 years	97	2.4%
45 to 49 years	124	3.0%
50 to 54 years	117	2.8%
55 to 59 years	115	2.8%
60 to 64 years	77	1.9%
65 to 69 years	92	2.2%
70 to 74 years	76	1.8%
75 to 79 years	30	0.7%

80 to 84 years	23	0.6%
85 years and over	9	0.2%
Median age (years)	27.6	( X )
16 years and over	1,399	34.0%
18 years and over	1,312	31.9%
21 years and over	1,204	29.3%
62 years and over	273	6.6%
65 years and over	230	5.6%
Female population of TAYLOR, AZ	1,999	48.6%
Under 5 years	189	4.6%
5 to 9 years	193	4.7%
10 to 14 years	192	4.7%
15 to 19 years	155	3.8%
20 to 24 years	114	2.8%
25 to 29 years	124	3.0%
30 to 34 years	121	2.9%
35 to 39 years	115	2.8%
40 to 44 years	109	2.7%
45 to 49 years	126	3.1%
50 to 54 years	121	2.9%
55 to 59 years	113	2.7%
60 to 64 years	91	2.2%
65 to 69 years	84	2.0%
70 to 74 years	57	1.4%
75 to 79 years	39	0.9%
80 to 84 years	29	0.7%
85 years and over	27	0.7%
Median age (years)	31.4	( X )
16 years and over	1,384	33.7%
18 years and over	1,322	32.1%
21 years and over	1,251	30.4%
62 years and over	298	7.2%
65 years and over	236	5.7%
POPULATION BY RACE FOR TAYLOR, AZ		
What is the Population of TAYLOR, AZ	4,112	100.0%
One Race	4,001	97.3%
White	3,535	86.0%
Black or African American	9	0.2%
American Indian and Alaska Native	197	4.8%
Asian	12	0.3%
Asian Indian	0	0.0%
Chinese	1	0.0%

Filipino	3	0.1%
Japanese	1	0.0%
Korean	0	0.0%
Vietnamese	7	0.2%
Other Asian [1]	0	0.0%
Native Hawaiian and Other Pacific Islander	3	0.1%
Native Hawaiian	1	0.0%
Guamanian or Chamorro	0	0.0%
Samoan	1	0.0%
Other Pacific Islander [2]	1	0.0%
Some Other Race	245	6.0%
Two or More Races	111	2.7%
White; American Indian and Alaska Native [3]	29	0.7%
White; Asian [3]	5	0.1%
White; Black or African American [3]	13	0.3%
White; Some Other Race [3]	39	0.9%
Race alone or in combination with one or more other races: [4]		
White	3,636	88.4%
Black or African American	26	0.6%
American Indian and Alaska Native	233	5.7%
Asian	24	0.6%
Native Hawaiian and Other Pacific Islander	23	0.6%
Some Other Race	292	7.1%
HISPANIC OR LATINO POPULATION FOR TAYLOR, AZ		
Total population	4,112	100.0%
Hispanic or Latino (of any race)	546	13.3%
Mexican	497	12.1%
Puerto Rican	1	0.0%
Cuban	2	0.0%
Other Hispanic or Latino [5]	46	1.1%
Not Hispanic or Latino	3,566	86.7%
HISPANIC OR LATINO AND RACE		
Total population	4,112	100.0%
Hispanic or Latino	546	13.3%
White alone	234	5.7%
Black or African American alone	2	0.0%
American Indian and Alaska Native alone	12	0.3%
Asian alone	0	0.0%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some Other Race alone	243	5.9%
Two or More Races	55	1.3%
Not Hispanic or Latino	3,566	86.7%
White alone	3,301	80.3%
Black or African American alone	7	0.2%
American Indian and Alaska Native alone	185	4.5%

Asian alone	12	0.3%
Native Hawaiian and Other Pacific Islander alone	3	0.1%
Some Other Race alone	2	0.0%
Two or More Races	56	1.4%
RELATIONSHIP		
The Population of TAYLOR, AZ	4,112	100.0%
In households	4,112	100.0%
Householder	1,294	31.5%
Spouse [6]	835	20.3%
Child	1,612	39.2%
Own child under 18 years	1,329	32.3%
Other relatives	242	5.9%
Under 18 years	121	2.9%
65 years and over	26	0.6%
Nonrelatives	129	3.1%
Under 18 years	26	0.6%
65 years and over	3	0.1%
Unmarried partner	62	1.5%
In group quarters	0	0.0%
Institutionalized population	0	0.0%
HOUSEHOLDS BY TYPE		
Total households for TAYLOR, AZ	1,294	100.0%
Family households (families) [7]	1,046	80.8%
With own children under 18 years	538	41.6%
Husband-wife family	835	64.5%
With own children under 18 years	400	30.9%
Male householder, no wife present	86	6.6%
With own children under 18 years	59	4.6%
Female householder, no husband present	125	9.7%
With own children under 18 years	79	6.1%
Nonfamily households [7]	248	19.2%
Householder living alone	208	16.1%
Male	88	6.8%
65 years and over	25	1.9%
Female	120	9.3%
65 years and over	65	5.0%
Households with individuals under 18 years	593	45.8%
Households with individuals 65 years and over	325	25.1%
Average household size of TAYLOR, AZ	3.18	( X )
Average family size for TAYLOR, AZ [7]	3.57	( X )
HOUSING OCCUPANCY		

Total housing units	1,464	100.0%
Occupied housing units	1,294	88.4%
Vacant housing units	170	11.6%
For rent	31	2.1%
Rented, not occupied	3	0.2%
For sale only	42	2.9%
Sold, not occupied	11	0.8%
For seasonal, recreational, or occasional use	36	2.5%
All other vacants	47	3.2%
Homeowner vacancy rate (percent) [8]	3.9	( X )
Rental vacancy rate (percent) [9]	9.8	( X )
HOUSING TENURE		
Occupied housing units	1,294	100.0%
Owner-occupied housing units	1,012	78.2%
Population in owner-occupied housing units	3,220	( X )
Average household size of owner-occupied units	3.18	( X )
Renter-occupied housing units	282	21.8%
Population in renter-occupied housing units	892	( X )
Average household size of renter-occupied units	3.16	( X )

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South American countries. It also includes general origin responses such as "Latino" or "Hispanic."

[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."

[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.

### 3.0 Elements of the General Plan

As noted previously, the Town of Taylor 2025 General Plan, as required by State Statute, addresses the following elements:

- Land Use
- Circulation
- Open Space
- Environmental Planning
- Water Resources
- Growth Areas
- Cost of Development

Each of these elements is addressed by a description of the particular element, a general discussion and analysis of existing conditions, and a series of goals, objectives and policies for each element. In addition, where applicable, an exhibit accompanies each element.

## **3.1 Land Use**

### **Introduction:**

As prescribed under Growing Smarter/Growing Smarter Plus, the General Plan must include an element that addresses land use. Specifically, the Land Use element is to provide the following:

- Designates the proposed general location, distribution, and extent of the land within the community for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other appropriate community uses.
- Include a statement of the standards of population density and building intensity recommended for the various land use categories covered by the General Plan.
- Identify specific programs and policies that the community can use to promote infill or compact form of development and where those development patterns should be encouraged.
- Include consideration of air quality and access to incident solar energy for all categories of land use.
- Include policies that address maintaining a broad variety of land uses existing in the community when the General Plan is adopted.

### **Land Use Element:**

The Land Use Element establishes guidelines for different types of land use in Taylor. These uses include residential, commercial, industrial, public buildings & facilities, and parks & open space. The specific policies that accompany each land use type help define how the town will develop and grow. They are also designed to be used as the framework for more specific implementing tools, such as a Zoning Ordinance, Subdivision Regulations and the Capital Improvement Plan.

The General Plan Land Use Map graphically represents the proposed locations of the different land uses in Taylor. It will be used by the Town, together with specific policies, to guide decisions on future development.

### **Existing Conditions:**

Existing residential land uses are primarily single family homes and mobile homes on individual lots. There are a few mobile home parks and multi-family units, but there is no real pattern for their existing location.

Commercial development is primarily oriented towards State Route 77, with one shopping center anchored by a Bashas' grocery store. Other commercial uses are developed on single parcels with direct access to the highway. A few small commercial operations exist in predominately residential areas throughout the community.



The main industrial uses are resource-based operations in the western part of Town and near the northern limits of the Town along Centennial Blvd. The area along Centennial is changing to more residential in nature.

The Silver Creek and its tributary washes are subject to periodic flooding and, therefore, limit the development potential in adjoining areas subject to the 100-year flood.

### **General Land Use goals and policies:**

*Goal:* Maintain the high quality, rural lifestyle of Taylor.

*Policies:*

1. New development shall respect the character of the surrounding area.
2. The timing of development is not restricted; however, new development shall be required to extend necessary streets, utilities and other infrastructure to serve the site. Additionally, new development shall be required to pay its fair share of other impacts to the Town. Coordinate development activity with the Town's Capital Improvement Plan (CIP).
3. Require that any implementing ordinances (such as the Zoning Ordinance, Subdivision Regulations, etc.) be consistent with the General Plan, and require that any rezoning, subdivision or other land use decision be consistent with this Plan. The review and consideration of the land use mix shall also be a consideration in any land use decision.
4. Develop a policy on annexation of new land which includes a cost/benefit analysis of the annexation.
5. Develop a master drainage plan which includes specific policies on stormwater runoff from new developments.
6. The town should as a priority consider a re-zoning plan that sets and maintains a long term standard of zones, uses, and buffers that blend and preserve the lifestyle that has built the Town of Taylor while allowing for its inevitable growth.

### **Residential goals and policies:**

*Goal:* Improve the quality of neighborhoods and the residential quality of the Town.

*Policies:*

1. The Town shall continue to require all new residential construction to submit proper plans and receive building permits prior to beginning construction.

2. The Town shall reserve certain areas of the town for site-built homes only, such as the existing areas of the 'town proper' and those areas designated where the predominant character of the neighborhood is currently site-built homes. Restrict new manufactured homes to defined areas and/or to Manufactured (Mobile) Home Parks. Revise the Zoning Ordinance to reflect this limitation.
3. The Town shall allow the placement of manufactured homes in manufactured /mobile home subdivisions and manufactured/mobile home parks only, and in certain designated areas only. Also allow them in certain residential areas where the character is already a mix of mobile homes and site built homes, if the mobile home is placed on a permanent perimeter foundation.
4. The Town shall continue its code enforcement, beautification and enhancement efforts by enforcing existing nuisance ordinances on litter and junk in residential areas, as well as the review and implementation of other ordinances/programs. Encourage neighborhood involvement and promote Town clean-up days.
5. Restrict commercial uses in residential areas to those which do not impact the neighborhood with additional noise, dust, odors, or lighting, or provide visual impacts. Also, reduce residential encroachment into commercial/industrial areas.
6. Encourage the protection of residential areas from man-made hazards through the use of effective buffers, setbacks, berms, landscaping, screening, open space, etc.
7. Designate areas for larger parcels (one to five acres) where the character of the area is predominately small family farms or ranchettes.
8. Require newly created lots to connect to Town sewer and water (where available and practical), and have access to a paved Town or County road.
9. Require all utilities in new subdivisions to be installed underground (electrical lines < 69kV). Require street lights at intersections and where necessary.
10. Encourage the creation of neighborhood or homeowners' associations to help maintain common areas and the quality of neighborhoods. Require that new subdivisions form Conditions, Covenants and Restrictions (CC&R's) to enforce community standards and to maintain the quality of neighborhoods.
11. Allow higher density projects in areas which have full utility services, paved streets, and are in close proximity to commercial areas and public open space.
12. Review and revise, where necessary, procedures that allow home occupations in residential areas under certain conditions.
13. Continue to emphasis preservation and adaptive reuse as principles in the redevelopment of historic structures/sites.
14. The Town shall amend its subdivision ordinance and requirements to reflect the requirements and restrictions as mandated by State Statute.

15. The Town should consider the adoption of a “Minor Land Division” ordinance to address lot splits and their impacts on the Town’s infrastructure.
16. The Town shall continue to actively involve neighborhood groups, and its citizenry in general, in its decision making processes.

**Commercial goals and policies:**

*Goal:* Provide conveniently located commercial areas but which don't intrude upon residential areas.

*Policies:*

1. Encourage reuse or development of buildings with an historic character.
2. Require all new commercial uses to be properly separated from residential areas with buffer zones, solid fences or walls, landscaping, and setbacks appropriate to the use.
3. Require adequate on-site lighting (and street lights where necessary) to address safety and security concerns, but ensure that such lighting doesn't project into residential properties nor contribute to light pollution. The Town should adopt a 'dark sky' ordinance.
4. Develop secondary vehicular and pedestrian access from commercial to residential areas where practical to do so.
5. Require curb, gutter and sidewalks at the time of any new construction or expansion of existing commercial uses for the full street frontage of the parcel, or in conjunction with adjacent development. Such design shall take into consideration on and off-site drainage concerns. Where the placement of curb, gutter and/or sidewalk is deemed unnecessary or inappropriate for a particular location, such placement may be waived or 'in lieu' fees (bond) required.
6. Minimize the number of driveway cuts on SR 77, Paper Mill Road and other arterial and collector roadways by encouraging shared driveways between adjacent businesses and/or by encouraging connecting accessways between adjacent parking areas. Ensure that access points meet vision triangle requirements.
7. Require on-site landscaping to help improve the appearance of commercial projects.
8. Develop a landscaping theme for the frontage along SR 77, and require its installation along the frontage of each new commercial project. Also, consider the adoption of a design/streetscape theme that addresses architectural theme, landscaping (especially trees), setbacks, signage, lighting, parking, etc., as well as consider the implementation of a Main Street program.

9. Develop sign regulations which allow signs to be visible yet not dominate the street or buildings they serve. Design signs of quality materials which are architecturally compatible with the projects they identify. Reduce or prohibit off-site signs, especially billboards, and require that all signs use only down or internal lighting.
10. Require the undergrounding of all utilities less than 69kv on or in street rights-of-way adjacent to commercial parcels at the time of any new construction.
11. Encourage the development of commercial uses within centers with shared parking, common architectural styling, and comfortable pedestrian walking and seating areas. Allow additional depth of commercial development from what may be shown on the General Plan to accommodate such centers.
12. Limit building heights to a maximum of 35 feet to maintain the rural atmosphere of the community. Ensure consistency with the Zoning Ordinance.
13. Consider developing a town center plan which incorporates a variety of retail and office uses in a setting which is comfortable for pedestrians.
14. Continue to monitor the balance between residential uses and the need/proximity of commercial uses, and promote the development of commercial uses that are in proximity to residential uses. At the same time, evaluate any requests for additional commercial land that is beyond what is identified in the General Plan, and require that the proposal demonstrates the need for more commercial land. Where criteria are met, such requests will be processed as a General Plan Amendment.

#### **Industrial (employment) goals and policies:**

*Goal:* Provide sufficient and attractive areas for employment, industrial and business park development

*Policies:*

1. Develop a major employment/business park area on the east side of the airport and extending easterly to State Route 77.
2. Continually review and costs and benefits of involvement in local/area groups, such as the "White Mountain Regional Development Corporation", when recruiting new industrial users or to help fund "seed" projects.
3. Promote the development of "home-grown" industries which utilize local resources and talents.
4. Require all new industrial uses to be properly separated from residential areas with buffer zones, solid fences or walls, landscaping, and setbacks appropriate to the use.
5. The State of Arizona SB 1598 requires General Plans to identify current and potential sources of aggregate material from maps that are available from state agencies and to provide policies to preserve currently identified aggregates sufficient for future development and policies to avoid incompatible land use.  
The Town of Taylor has provided the locations of existing and potential future aggregate sites

on its Land Use Map as required by State law. Aggregate mining operations exceeding five acres in area are required by Arizona statute to file "Reclamation Plans" with the Arizona State Mine Inspector. These plans detail the total acreage of the mining site, the disturbed (i.e. mined) acreage, and the manner in which the owner/operator will restore the site once mining activity has ceased. The Town will work with the Arizona Mine Inspector, the property owner, and the operator of these facilities to complete their reclamation plans that ensure the future use of any existing or future mining sites will benefit all parties and the residents of the Town of Taylor.

6. Require new construction or expansion of existing uses to connect to Town sewer and water (where available and practical, following ADEQ-approved pre-treatment), and have access to a paved Town or County road. Ensure that access points meet vision triangle requirements.
7. Require on-site landscaping to help improve the appearance of industrial projects.
8. Require the undergrounding of all utilities less than 69 kV on or in street rights-of-way adjacent to industrial parcels at the time of any new construction.
9. Require adequate on-site lighting (and street lights where necessary) to address safety and security concerns, but ensure that such lighting doesn't project into residential properties nor contribute to light pollution. The Town should enforce the 'Dark Sky Statutes' or adopt a 'dark sky' ordinance.
10. Requests for additional industrial land, beyond what is identified in the General Plan, must include information that shows a need for more industrial land. Such requests will be processed as a General Plan Amendment and will follow the procedures established for such amendments.

#### **Current Land Use Map Designations (see Land Use Plan exhibit):**

##### ***Residential Land Uses:***

**Low-Density Residential (AG-1, AG-2 Zones):** (one, or less, dwelling units per acre) Lot sizes are generally 1-5 acres in size. These are areas where the predominant character is large-lot ranchettes, family farms, agricultural uses and open space. Community water systems are generally available in such areas, but public sewer may not be available. Roads may not be paved, but new development should provide for all-weather, dust-free surfacing.

**Medium-Density Residential (R-1 Zone):** (1-5 dwelling units per acre) Lot sizes are generally one-acre or smaller in size. These are areas designated for standard lot single-family residential development with community water, sewer, and paved streets. These uses are typically found closer to the Town center in close proximity to schools, parks, and fairly close to commercial areas.

**High-Density Residential (R-2 Zone):** (5-20 dwelling units per acre). These are areas primarily designated for higher intensity and density residential uses, such as apartments, condominiums, etc. These uses should have direct access to collector or arterial roadways, with adequate buffering to adjacent LDR and MDR uses. All utilities are to be provided in such areas, and full street improvements, including sidewalks, will be provided. LDR and MDR uses are also allowed within this land use designation.

### ***Commercial Land Uses:***

**Commercial (COM):** This provides for the commercial areas shown on the land use map. These areas are primarily used for office use, retail and service commercial uses, and certain governmental functions. In general, commercial uses along roadways (such as State Route 77 and Paper Mill Road) extend to a depth of approximately 330', as measured from the edge of the right-of-way (can be adjusted to match existing parcel boundaries). Along S.R. 77, the commercial designation extends from the northern Town boundary south to a distance of approximately 150' north of the floodplain limit line of Show Low Creek.

Commercial areas are suitable for specialty and tourism-related activities, and are suitable, in limited cases, for multi-family residential uses. Single-family residential uses should only be allowed in conjunction with a related commercial activity (such as caretakers' bed & breakfast, etc.).

Buildings and sites should be designed with a consistent architectural and landscaping theme. Building orientation should strongly encourage pedestrian use of this area by having buildings close to the street with diagonal street parking in front, where possible.

### ***(Employment) Land Uses:***

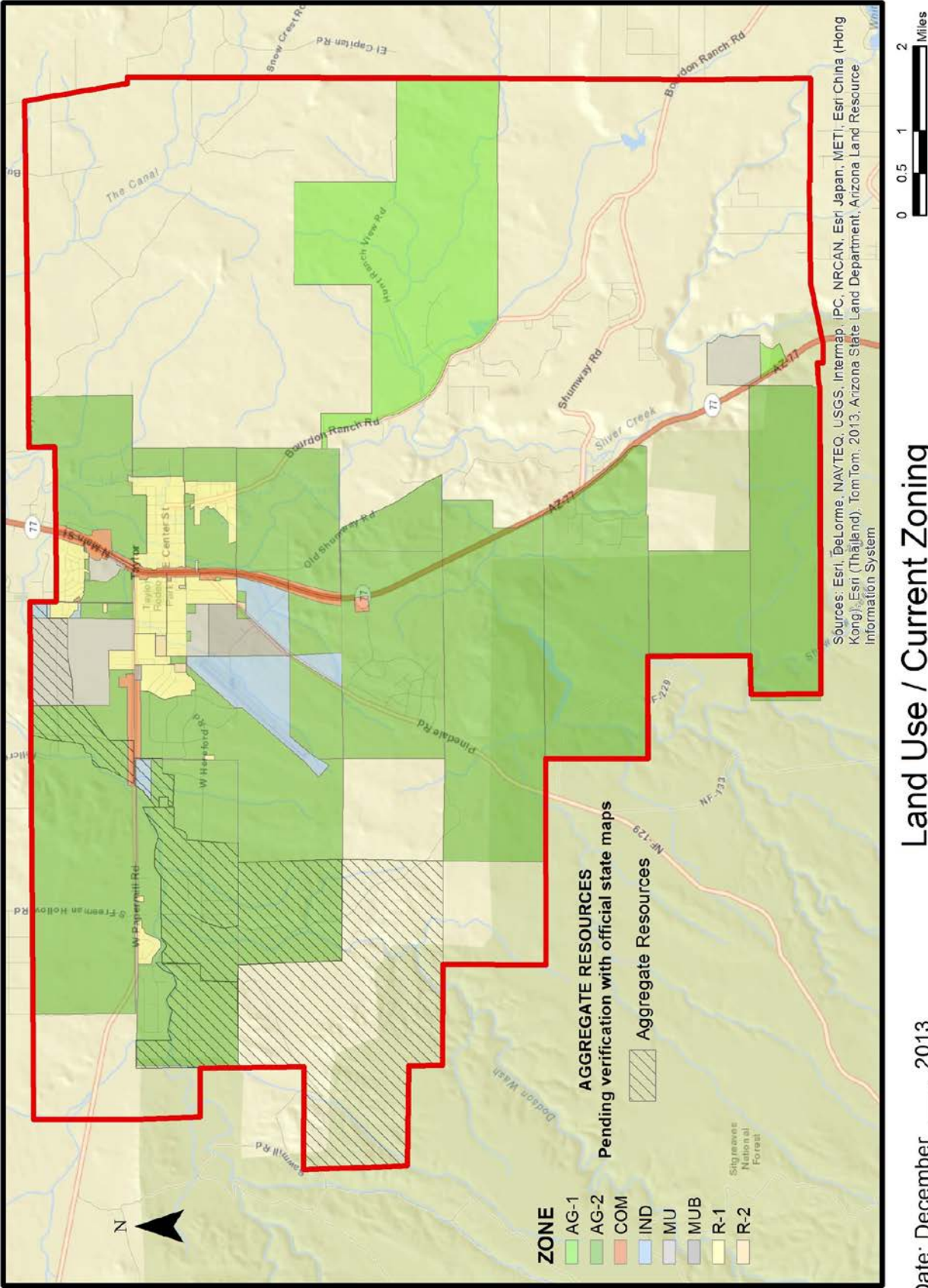
**Mixed Use (MU, MUB Zones):** This area will include employment-related uses including light manufacturing, warehouses, assembly, storage facilities, and business park uses. Uses that emit significant amounts of air, water, or noise pollution will not be allowed. Residential uses should be buffered.

**Industrial (IND):** This represents industrial-type users. Principal uses include light manufacturing, distribution of goods, truck stops, machine shops, sand and gravel operations. Commercial uses are permitted in these areas. Residential uses are discouraged.

### ***Public Uses:***

**Public Buildings & Facilities:** This category includes such uses as schools, and municipal buildings, etc. These are generally permitted in all zones.

**Parks/Open Space:** These areas represent existing and proposed park sites. Although they are a land use separate from other categories, the plan recognizes that all sites may not be developed or continued for park purposes.



## **3.2 Circulation**

### **Introduction:**

The Town of Taylor General Plan includes an element that addresses circulation (transportation). Specifically, the Circulation element provides the following:

- The general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes, and any other modes of transportation as may be appropriate, all correlated with the Land Use Element.

Additionally, the Circulation Element includes recommendations concerning parking facilities, building setback requirements and the delineation of such systems on the land, a system of street naming and house and building numbering and other matters as may be related to the improvement of circulation of traffic. The circulation element may also include:

- A transportation element showing a comprehensive transportation system, including locations of rights-of-way, terminals, viaducts and grade separations. This element of the plan may also include port, harbor, aviation and related facilities.
- A transit element showing a proposed system of rail or transit lines or other modes of transportation as may be appropriate.

### **Existing Conditions:**

As noted in the 1994 General Plan, Taylor does not currently have a functional street classification, in which the street types (arterial, major, etc.) are defined. Because of this, street construction standards vary widely throughout the Town, depending upon location and the volume of traffic anticipated.

State Route 77 is the main roadway through Town, and is maintained by the Arizona Department of Transportation (ADOT). Navajo County maintains several major roadways within the Town. These are Paper Mill Road, Shumway Road, and Love Lake Road. All other roads within the Town of Taylor are either maintained by the Town or are privately maintained.

### **Street Classifications:**

In the 1994 General Plan, the streets of Taylor were divided into three classifications: Arterial, Collector, and Local roadways/streets. Each type of roadway/street provides a different function, has different access control, and different design standards (see Exhibit). There are a number of recognized roadways (both collector and local) within the Town of Taylor that are not part of the official Town system, and are therefore not Town-maintained.

Arterial Roadways: Arterial roadways are designed to carry large volumes of traffic through the community. They typically provide direct access to commercial and industrial uses. The roadways within the Town of Taylor currently designated as arterial roadways are State Route 77 and Paper Mill Road.



Arterial roadways should be designed to a standard that includes 100' of right-of-way, two paved lanes in each direction, a center turn lane, along with curb, gutter and sidewalk (5' wide). Right-turn lanes only should be provided at arterial road intersections with other arterial roadways and collector roadways.

Collector Roadways: Collectors streets are designed to direct local street traffic onto the arterial roadway system. These streets carry less traffic than arterials, but more than local, neighborhood streets. Adjacent uses are usually residential, but can be a mix of uses. The roadways within the Town of Taylor currently designated as collector roadways are Love Lake Road, Pinedale Road, Center Street, Willow Lane, Cattle Lane, Centennial Boulevard, Hereford Road, Rolling Hills Road, Shumway Road and the proposed Airport Road.

Collector roadways should be designed to a standard that includes 60' of right-of-way, at least one paved lane in each direction, a center turn lane, along with curb, gutter and sidewalk (5' wide). Right-turn lanes only should be provided at collector road intersections with other collector roadways and arterial roadways.

Local Streets: All other streets in Taylor are classified as local streets. These include paved residential streets as well as rural, gravel roads.

Local streets should be designed to a standard that includes 50' of right-of-way, one paved lane in each direction, along with curb, gutter and sidewalk (4' wide).

All Streets: Any proposed roads shown on State Trust land are subject to approval and obtaining a right-of-way from the Arizona State Land Department.

## **Airport:**

The Taylor Municipal Airport is located approximately 2 miles south of the center of Taylor on Airport Road, west of State Highway 77. Directly adjacent to the airport is the 17-acre Taylor Airpark, immediately available for commercial and industrial business ventures. The Airport consists of one, 7,200-foot long asphalt runway (lighted - pilot controlled). Aircraft maintenance is available on-site.

The Taylor Airport handles approximately 125 flights per month (single and double-engine – propeller only). The Town is seeking to expand the airport to handle larger aircraft and regional commercial air-carrier service.

## **Circulation goals and policies:**

### *Goal:*

1. Ensure that the circulation system is designed to meet the needs of the existing and future population.

*Policies:*

1. Review and revise the Subdivision Regulations for the Town of Taylor to reflect changes in transportation needs, such as roadway improvements, right-of-way needs, intersection spacing, etc.
2. Within new developments, the Town shall require the dedication and/or reservation of arterial (generally along section lines) and collector (generally along mid-section lines) roadway rights-of-way.
3. Consider the implementation of an Impact Fee designed to address immediate and long-term transportation needs.
4. Promote, through rezonings and site plan review, sufficient accommodations for vehicular and non-motorized (pedestrian, bicycle, etc.) access.
5. The Town should promote pathways, sidewalks, etc. to allow for non-motorized access within and through the Town.
6. The Town requires traffic impact studies to be completed for certain types of developments. Any required traffic impact study should address both on and off-site traffic impacts, including effects on existing and future levels of service, and proposed on and off-site improvements.
7. The Town should consider initiating a permit process to review any development which proposes access (either direct or ultimate) onto any Town-maintained roadway. The permitting process will allow the Town to address roadway improvements, traffic impacts, shared access, driveway spacing, etc.
8. The Town should consider the adoption of a policy and/or an ordinance which restricts the number of lots/uses which can be provided access by non-Town maintained (i.e. "private") roadways.
9. The Town should require that access be provided through any proposed development so as to provide for future access to adjacent properties, where appropriate, reasonable and practical.
10. The Town should require two all-weather points of access to any residential subdivision, where appropriate, reasonable and practical, and in conjunction with such requirement adopt a policy and/or an ordinance which restricts the length/number of lots which are accessed solely by a cul-de-sac.
11. The Town should promote shared/common parking areas and access onto any public roadway, including requiring such for access to public rights-of-way.
12. The Town should work with neighborhoods to address traffic issues.
13. The Town should consider the abandonment of unnecessary/extra right-of-way.

14. The Town shall require financial assurances for any new developments. The financial assurance shall address costs for all public improvements (such as roadways, water, sewer, etc.). The Town shall also require a minimum warranty period, and appropriate financial assurance, for any roadway or improvement proposed to be dedicated to, or maintained by, the Town.
15. To address substandard roadways and those roads not within the Town's maintenance system, the Town should work with property owners and residents to form an Improvement District(s) to bring those roads to Town standards.
16. The Town should adopt a written policy regarding the acceptance of rights-of-way and/or other improvements (such as roadways), and should only accept maintenance of such rights-of-way and/or improvements when constructed to Town standards.
17. The Town should continue to work proactively with the Arizona Department of Transportation, Navajo County, the Town of Snowflake, and other agencies to address local and regional transportation issues.
18. The Town shall continue to pursue funding opportunities for improvements to the circulation system, and should consider the preparation of an overall Transportation Plan (including regional elements).

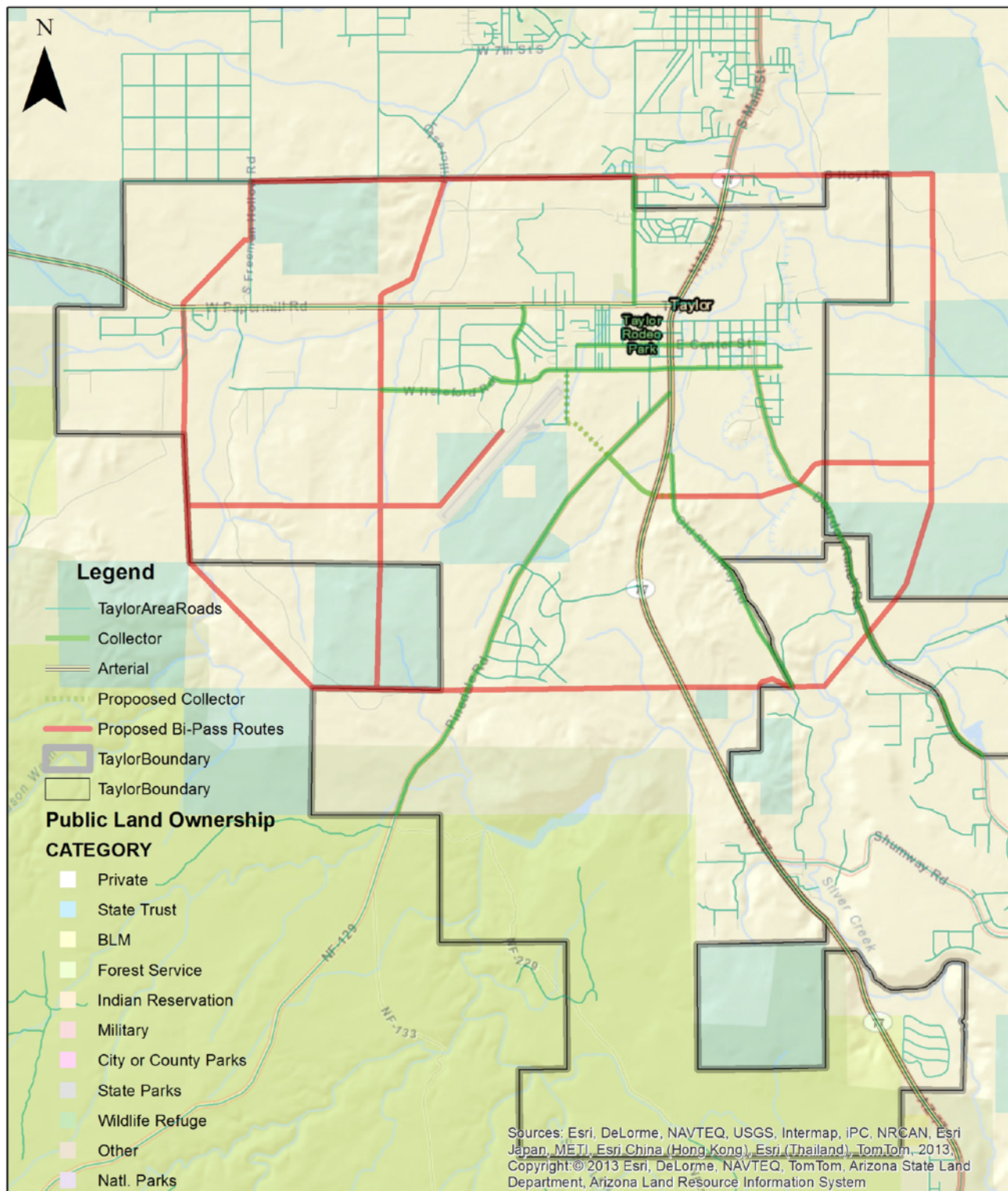
*Goal:*

2. Protect the Town's investment in the Airport.

*Policies:*

1. The Town shall prepare an Airport Master Plan, including a review of expansion of the runway, additional facilities and the development of a taxiway. This plan should include a discussion of the economic benefits of the airport.
2. The Town shall work to preclude residential encroachment adjacent to the Airport, including approach and departure routes.
3. The Town shall require notification and disclosure of the Airport as required by State Statute and the Federal Aviation Administration.

# Circulation – Street System plan

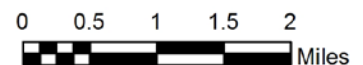


Date: December \_\_, 2013

By Allen Davis

## Circulation (Street System) Town of Taylor General Plan Update

Any proposed roads shown on State Trust land are subject to approval and obtaining a right-of-way from the Arizona State Land Department



### 3.3 Open Space

#### **Introduction:**

In general, open space are as those areas within a community that retain natural and open characteristics that are used for recreation or aesthetic purposes. Open space also includes certain corridors of various widths (such as creeks, roadways, etc.), that can be linked together in a network. The Open Space element of the Town of Taylor General Plan addresses open space by providing the following:

- A comprehensive inventory of open space areas, recreational resources, and designations of access points to open space areas and resources.
- An analysis of forecasted needs, policies for managing and protecting open space areas and resources, and implementation strategies to acquire additional open space areas and further establish recreational resources.
- Policies and implementation strategies to promote a regional system of integrated open space and recreational resources with consideration of any regional open space plans.

Open space can be divided into either public or private, developed or undeveloped areas. An explanation of these categories is as follows:

- Public Developed – This category includes recreation structures and active/passive recreation such as public parks, sports fields, urban trails, community recreation centers, municipal golf courses, museums and cultural/historical land, school land. Each varies in its degree of development according to a planned purpose. This is the most secure type of open space, in that it is not open to development, and its frequent use allows for broad oversight.
- Public Undeveloped – This category includes areas that are reserved for aesthetic and ecological purposes or has inherent qualities that restrict development, and includes areas such as waterways, greenways, riparian buffers, wetlands, slopes, wildlife habitat, National Forests, forests for watershed protection, scenic vistas, etc. This type of open space is not secure unless zoned or designated otherwise. For example, State land may be sold to developers, a city may decide to build a water reclamation plant or fire station in this type of open space, the county may decide to build maintenance yards, etc.
- Private Developed – This category of open space includes areas used for agriculture, lands owned/managed by private conservation organizations, church lands, land set aside for business purposes, land belonging to or managed by homeowners associations (golf courses, commons, etc), museums and cultural/historical land, private school land, and railroad easements. The long-term security depends on the stability of the owner, as a business only lasts as long as its bank account, whereas a private reserve will be maintained despite the failure of the owner. This type of open space is not completely secure, unless zoned for legally designated otherwise.
- Private Undeveloped – This category of open space generally applies to open space that is owned by individual property owners. It can, however, also belongs to any of the above-mentioned owners. This type of open space has the greatest threat for development because it is still open to the real estate market unless designated otherwise.

Those open space areas identified as “Public Developed” and “Public Undeveloped” are identified on the Open Space Exhibit.

### **Open Space Inventory:**

An inventory of the open space opportunities within the Town of Taylor, utilizing the four categories noted above, is as follows:

#### Public Developed open space:

- Freeman Park: 19-acre park located at the northwest corner of Paper Mill Road and Centennial Boulevard. The park includes playground area with equipment, two ramadas, a walking path, restrooms, a sand volleyball court, and a paved parking lot. Proposed improvements include soccer fields, additional playground equipment and a small skate park.
- City Park: 8-acre park located at Center Street and 700 St. E. It includes a lighted softball field, playground area with equipment, 2 racquetball courts, BBQ grills, and picnic tables.
- Rodeo Park: 27-acre park located at Center Street and 200 St. West. Amenities include Rodeo grounds, Olympic bleachers, a dance Pavilion and ramada, softball diamond, 2 little league fields (there is consideration of adding another field), and a Boy Scout facility.
- Cemetery: The town of Taylor maintains a 7-acre wooded cemetery at Center Street and 4<sup>th</sup> St. West. This may be expanded in the near future (see below).

In addition, there are two public elementary schools within the Town of Taylor. Their respective outdoor recreation areas are generally accessible for use during non-school hours.

#### Public Undeveloped open space:

- Solomon Hills: 3.7-acres near Love Lake Lane extending from 700 Street East to 800 Street East.
- Dedicated cemetery: The city owns 3 acres located immediately to the south of the cemetery.
- Western Tank: 5-acre potential park site, with no planned uses.

### Private Developed open space:

The majority of open space in the Town of Taylor is privately-owned (including undeveloped open space as noted below). Private developed open space in Taylor is primarily composed of privately-owned agricultural land, of which there is a significant amount.

### Private Undeveloped open space:

Silver Creek and Cottonwood Wash: These streams run through private property and have been used by locals for fishing. Private owners possess property rights to the streams. The buffer between the stream and private development varies with ownership and zoning regulations. Much of the open space surrounding Silver Creek is zoned agriculture, giving livestock access to the stream.

Consideration should be given to establishing a corridor along the Silver Creek that can then be dedicated to or purchased by the Town. This corridor could then be used as part of a regional trail system along the Silver Creek. Any such consideration must take into account the possible interaction between people and livestock/wildlife.

### **Open Space goals and policies:**

#### *Goal:*

1. Ensure that adequate developed open space facilities (public &/or private) are developed as the population grows.

#### *Policies:*

1. Require that new developers set aside areas for open space opportunities and recreational amenities.
2. The Town should consider requiring that new residential developments include open space that connects to a larger network of open space in the Town.
3. To ease the financial burden on the Town, the Town should encourage the development of private recreation areas within developments, and require that such areas be maintained by the developer and/or homeowner's association.
4. The Town should consider additional revenue sources (including, but not limited to, adoption of an Impact Fee and/or User Fees, property taxes, donations, dedications, etc.) to offset existing and future open space expansion, maintenance and acquisition (both developed and undeveloped).

*Goal:*

2. Ensure that adequate undeveloped open space facilities (public &/or private) are developed as the population grows.

*Policies:*

1. Undertake a Resource Inventory to catalogue environmental conditions and opportunities by identifying and cataloging areas such as wetlands, floodways/floodplains, sloped areas, groundwater resources, woodlands, productive farmland, significant wildlife habitat, scenic viewsheds (from public roads), and features of an historic, archeological or cultural significance. From this inventory, a "Map of Potential Conservation Lands" that identifies parts of undeveloped properties that the Town (and community) has designated as suitable and/or desirable for preservation. The Town should consider ordinances to preempt the Federal Government's control of such lands and access thereto.
2. Continue or accelerate efforts to protect Silver Creek on a regional scale.
3. Prepare a map and list of property ownership along Silver Creek that identifies acquisition potential, and initiate dialogue with those property owners and stakeholders.
4. The Town should consider additional revenue sources (including, but not limited to, adoption of an Impact Fee and/or User Fees, property taxes, donations, dedications, etc.) to offset existing and future open space expansion, maintenance and acquisition (both developed and undeveloped).

*Goal:*

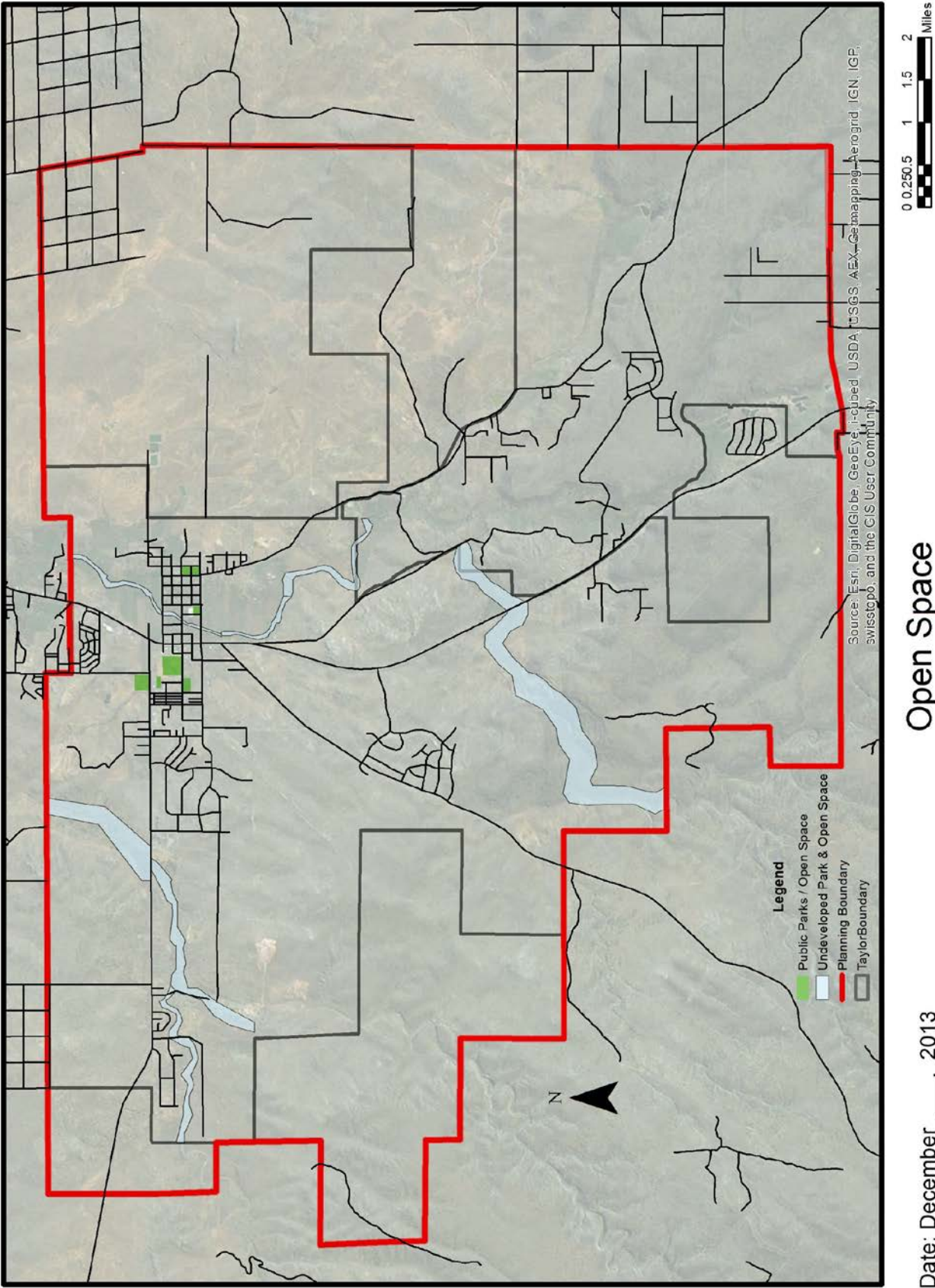
3. Maintain the Town's rural character and feel by protecting valuable open space areas, uses and features such as watercourses, hillsides, etc., as well as the protection of agricultural uses.

*Policies:*

1. Consider the adoption of a Hillside Ordinance to address development on areas with slopes of 10% or greater.
2. Continue the promotion of agriculturally-oriented uses through adequate zoning. Require new development adjacent to or within proximity to agriculturally-oriented uses to provide for adequate buffers and disclosures of these uses.
3. Allow for the long-term viability of agricultural uses/areas and sensitive areas by considering allowing for the transfer of development rights from these areas to other properties.



Open Space plan



Open Space  
Town of Taylor General Plan Update

Date: December \_\_, 2013  
By Allen Davis

## **3.4 Environmental Planning**

### **Introduction:**

The Environmental Planning element is a new element as required under Growing Smarter/Growing Smarter Plus, and is designed to provide the following:

- An analysis, policies, and strategies to address anticipated effects, if any, of other General Plan Elements on air quality, water quality, and other natural resources associated with proposed development under the General Plan.
- Ensure that the policies and strategies developed under the Environmental Planning element have community-wide applicability and not require the production of an additional environmental impact statement or similar analysis beyond the requirements of state and federal law.

This element of the Town of Taylor General Plan is designed to review existing environmental constraints and to ensure that changes or alterations to the physical environment that result from implementing the elements of the new General Plan will be identified and mitigated if necessary.

### **Environmental Constraints:**

Environmental constraints include man-made characteristics (existing uses, traffic, trash collection, noise, utilities, etc.), and naturally-occurring characteristics (such as topography, soils, waterways, etc.).

As identified in the study prepared by students at Northern Arizona University (“Taylor – Strengths, Weaknesses, Opportunities and Threats”), the Town of Taylor has a need to prepare a detailed Environmental Resource Inventory for all environmental resources within and around its Town limits. This inventory should include a detailed list and documentation of topography/slope, soils, faults and sinkholes, vegetation and habitat (including any special status – threatened/endangered - plants or animals), watersheds (creeks and washes), viewsheds, etc.

### **General Environmental Policies:**

- Include consideration of air quality and access to incident solar energy for all categories of land use.
- Include policies that address maintaining a broad variety of land uses existing in the community when the General Plan is adopted.

**Goal:** Ensure that existing and future development does not have an adverse environmental impact on residents or the Town of Taylor.

*Policies:*

1. Review new development proposals to ensure that there are no adverse environmental impacts or that any environmental impacts are properly mitigated, particularly in regard to air and water impacts, and, where necessary, require new development to demonstrate such compliance with any and all requirements of the Environmental Protection Agency (EPA), the Arizona Department of Environmental Quality (ADEQ), and Navajo County Health Services, where applicable.
2. Review and revise development criteria to ensure that the impact of pollution discharged to surface water and ground waters from nonpoint sources is minimized, and that all development comply with the requirements of the National Pollution Discharge Elimination System (NPDES) and its Arizona equivalent (AZPDES), as well as any other water pollution regulations.
3. Consider the use and improvement of natural waterways (creeks and washes) for stormwater conveyance and community improvement.
4. Prepare a comprehensive resource of all environmental conditions (including appropriate maps), and utilize this resource inventory to evaluate new development proposals as to their potential impact on the environment.
5. Promote the development of employment uses that provide no adverse environmental impact.
6. Continue to pursue neighborhood clean-up efforts, including more-aggressive code enforcement
7. Review commercial, industrial and residential development plans to encourage efficient use of the solar characteristics of the Town.
8. Promote public involvement in the public planning process, and by private developers, at early stages in a development proposal to ensure adequate public participation and identification of key issues.
9. Consider the collection and use of captured stormwater for non-potable uses.
10. Reduce possible dust issues by requiring that all public streets and any new private streets be paved.
11. Encourage the use of drought-tolerant, low-water use plant materials for landscaped areas.
12. Encourage the proper use of landscaping to provide shade and seasonal color.
13. Recognize, evaluate and mitigate the possible visual impact of development on significant natural features and native vegetation.
14. Consider the inclusion of environmentally-sensitive land provisions in the Zoning Ordinance, Subdivision Regulations and other Town codes to recognize and mitigate environmental issues related to slope, vegetation preservation, etc.

15. Encourage the protection of residential areas from man-made hazards through the use of effective buffers, setbacks, berms, landscaping, screening, open space, etc.
16. Protect the land adjacent to the Airport from incompatible land use encroachment.
17. Require the execution of aviation easements and disclosure of airport overflights for new development.
18. Consider the adoption of a truck route ordinance to reduce traffic and noise impacts on residential areas.
19. Discourage residential land uses within commercial, industrial and other employment designated areas to protect existing and future employment and commercial uses.
20. Review and work with the Federal Emergency Management Agency (FEMA), and the Silver Creek Flood Control District, regarding floodplain designations.
21. Coordinate and share information with area utility providers regarding long-range plans and proposed new facilities. Encourage early and effective public participation for any new facilities (public and private).
22. Work with area communities and agencies regarding long-term solid waste collection and possible recycling efforts.
23. Consider supplementing existing clean-up efforts through “Adopt-a-Street” programs.
24. Encourage sustainable development, and where necessary, review and revise existing Town ordinances and requirements to acknowledge sustainable development.
25. Consider the adoption of a “dark sky” ordinance to reduce light pollution.

## **3.5 Water Resources**

### **Introduction:**

The Water Resources element is to provide the following:

- Addresses the community's currently available surface water, groundwater, and effluent supplies.
- An analysis of how the future growth projected in the Town's General Plan will be adequately served by the legally and physically available water supply or a plan to obtain additional necessary supplies.

### **Existing Conditions:**

Water distribution within the Town of Taylor is provided largely through the Town's water system. Additional water service is provided by private wells where the water system is not available or is too cost-prohibitive to extend.

The source for the Town's water system is groundwater, and the Town presently operates 5 wells. These existing wells provide for an overall pumping capacity of 3.6 million gallons per day. The water storage tank system has an existing overall tank storage capacity of 1.4 million gallons.

The Town of Taylor does also supply surface water (irrigation) to its residents. There are no irrigation districts within the Town of Taylor's boundaries.

The Town of Taylor also operates a single wastewater treatment facility, located on the far eastern portion of the Town, which has a present capacity of 380,000 to 390,000 gallons per day. All un used existing sewer infrastructure is reserved and the Town has the capacity for an additional 165 homes.

The locations of water wells/storage tanks, the wastewater treatment facility, and the general extent of the aquifer is indicated on the "Water Resources" exhibit.

### **General Water Resource Policies:**

*Goal:* Maintain and enhance the existing levels of service of water and sewer for the residents of Taylor.

#### *Policies:*

1. Continue to evaluate the need for additional well sites.
2. Continue to examine the need and cost for the expansion of the existing wastewater treatment facility of the east-side of Town.

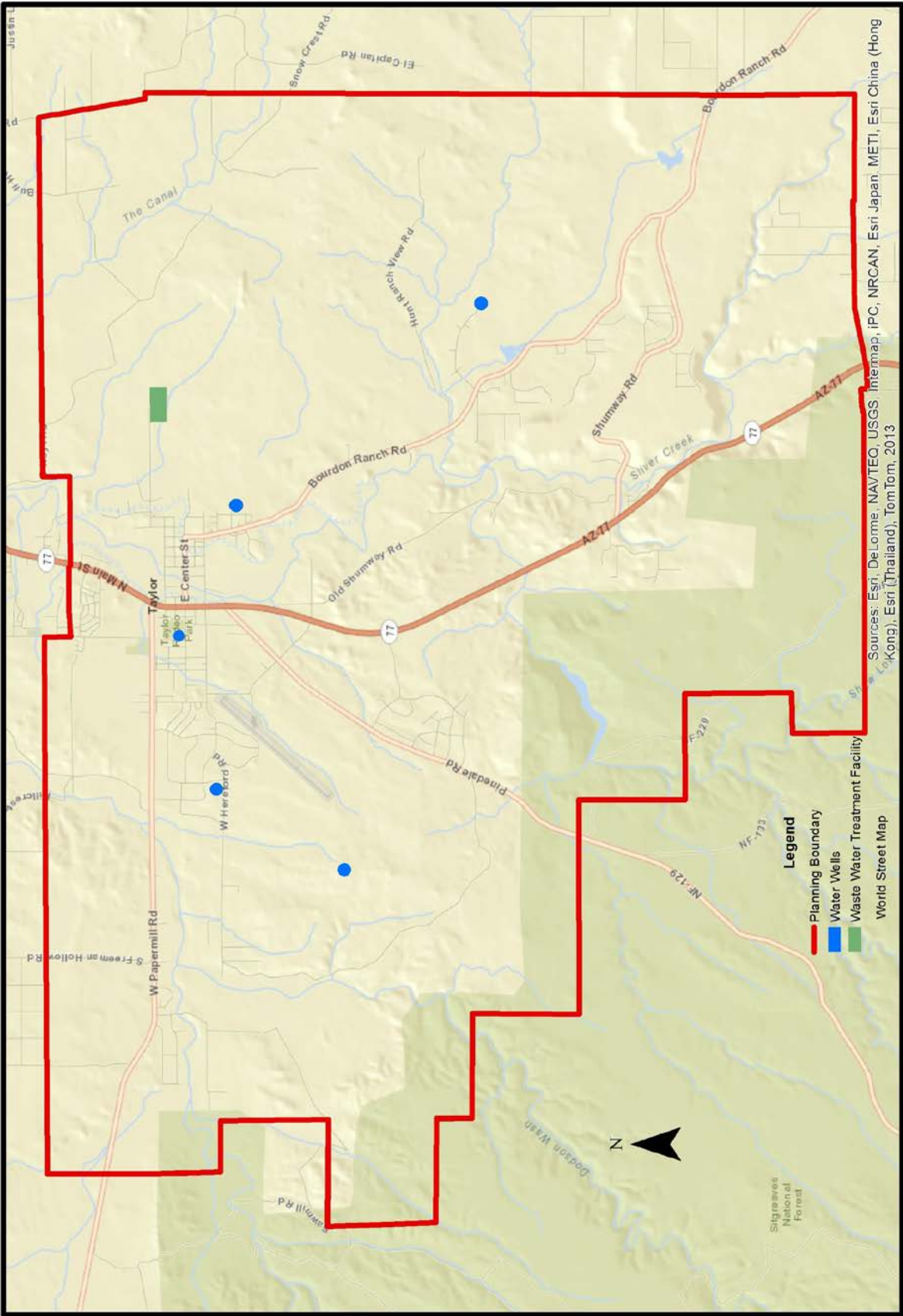
3. Examine the need and timing for the development of a new wastewater treatment facility on the west-side of Town.
4. Monitor water/wastewater rates to ensure that they reflect true costs.
5. Require new development to “pay its fair share” through the possible adoption of water and/or sewer connection/impact fees.
6. Review need for the use of reclaimed water for industrial/recreational uses. Reclaimed water may include the development of a storm water collection system.
7. Review need for the use of treated effluent (“gray water”) for industrial/recreational uses.
8. Develop master water and sewer plans, and update on a regular basis to accommodate new development and/or changes in regulatory requirements. Such plans should review growth patterns to ensure adequate line sizes and future capacities.

*Goal:* Commitment to water conservation.

*Policies:*

1. Consider the implementation of a voluntary program to use or retrofit commercial, industrial and residential structures with low-flow fixtures and recirculating hot water systems.
2. Continue to inspect new construction to ensure that it meets with the Town’s adopted codes.
3. Promote increased public awareness and education for reduced water use, including involvement with the schools.
4. For landscaping, promote and encourage plant materials and practices (such as drip irrigation) that conserve the use of water.





Water Resources  
Town of Taylor General Plan Update

Date: December \_\_, 2013  
By Allen Davis

## 3.6 Growth Areas

### **Introduction:**

The Taylor General Plan includes a Growth Area element, which identifies those areas that are most likely to experience growth over the next 20 years. The Growth Area element identifies these areas and provides a discussion of their growth as it relates to:

- Planned multi-modal transportation and infrastructure expansion.
- Improvements designed to support a planned concentration of a variety of uses (such as residential, commercial, tourism, employment, etc.).

### **Growth Areas:**

Although the Town is likely to see future growth throughout the planning area, the Town has identified five areas as being those areas most likely to see the majority of the growth. These five areas, indicated on the Growth Areas Exhibit, are as follows:

Growth Area 'A': This area is generally located on the far west-side of the Town, and is locally known as Harvest Valley. This area has experienced slow recent growth, consisting primarily of one-acre and larger ranchettes. Although there is Town-supplied water throughout much of this area, little or no other infrastructure (such as sewer or paved roads) exists to or within this area. There are little or no supporting commercial or employment uses within this area.

Growth Area 'B': This area is generally located adjacent to the east-side of the Airport, and extends southeasterly towards State Route 77. The construction of a new roadway connection from Pinedale Road to State Route 77 has been completed and the Town is working toward re-invigorating a stalled Industrial park project.

Growth Area 'C': This area is generally located on the south-side of Town, and lies to the north and west of Schoen's Lake. This area is largely vacant, although there is recent single-family residential development on large lots. There is Town-supplied water throughout portions of this area, but there is little or no other infrastructure (such as sewer or paved roads) existing to or within this area. This area exhibits some of the most varied topography within the Town, with hills, valleys and water features, and care should be taken to ensure that development recognizes these challenges. This area also represents excellent opportunities for recreation and tourism promotion.

Growth Area 'D': This area is generally located on the far east-side of the Town, and includes recently-annexed areas. This area experienced moderate mid-period growth, with a mix of agricultural and platted single-family residential uses. There are a number of developments proposed for this area, although there is limited infrastructure within this area. There are no supporting commercial or employment uses within this area.



Growth Area 'E': This area is generally described as the Town core, or Central Business District (CBD). Although it is arguable whether or not this area is actually a “growth” area, it is key to the Town’s future and is certainly an ‘infill’ area. This area represents some of the oldest buildings within the Town, and includes residential, commercial and industrial uses, as well as a mix of other uses. Excellent opportunities, and challenges, exist for multi-modal transportation. Walmart is expected to be an anchor business during the first part of this period giving a boost to potential related pad development. Given the age of most of the buildings in this area, the Town should consider providing incentives for redevelopment and new development within this area. The Town should also consider the implementation of a Main Street program, as well as the furthering beautification efforts in the downtown area with the possible adoption of a design and streetscape theme that addresses architectural theme, landscaping (especially trees), setbacks, signage, lighting, parking, etc.

### **Growth Area goals and policies:**

*Goal:* Focus growth and development in those areas (i.e. “Growth Areas”) where infrastructure facilities and services are available or can be easily extended.

*Policies:*

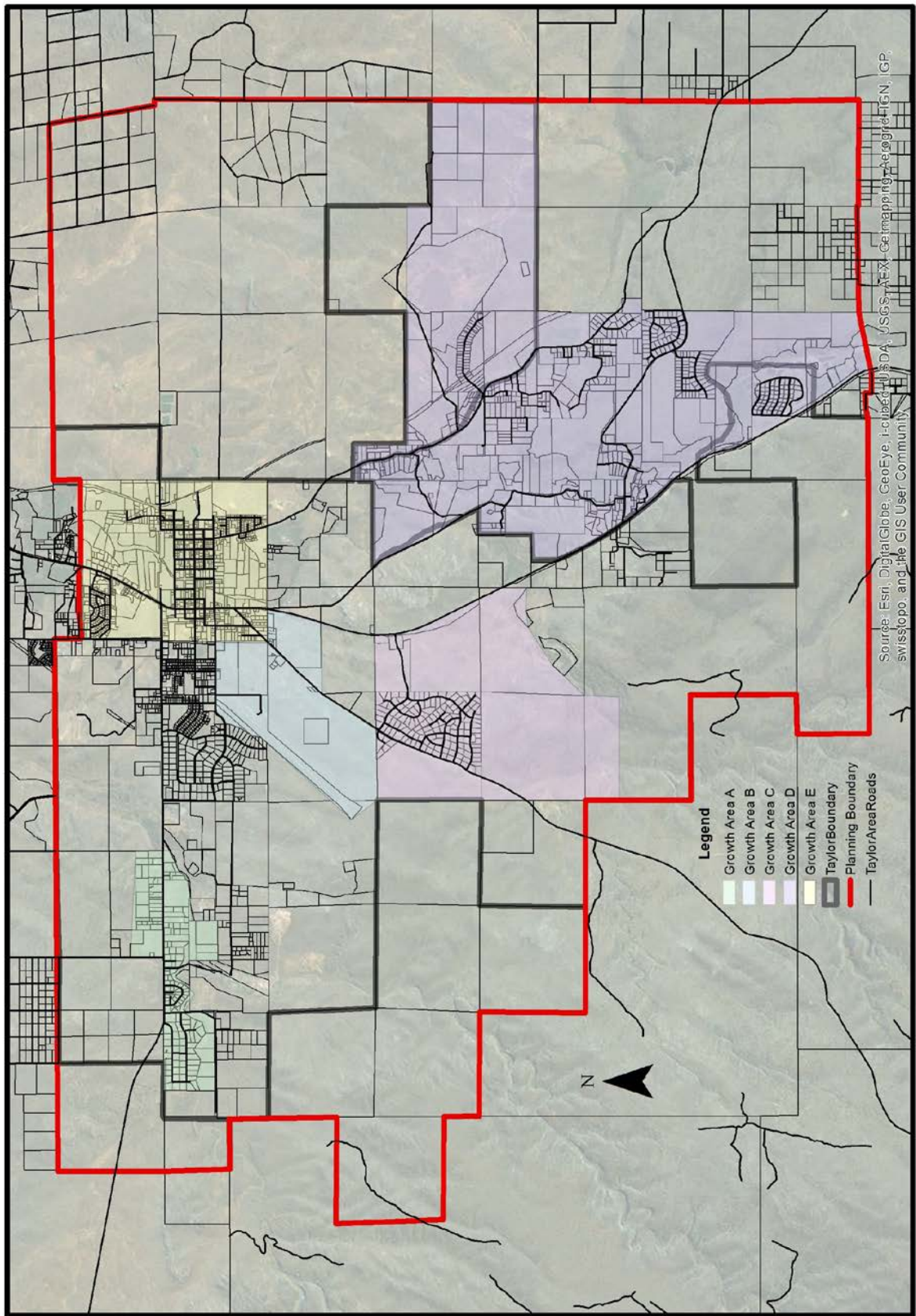
1. New development shall be designed to ensure that automobile, transit (where practical) and other multi-modal transportation opportunities are provided.
2. New development shall be designed to provide for a rational and consistent pattern of development.
3. Subject to negotiation the Town shall ensure that new development pays for its impact on, and improvements to, the infrastructure system. Further, the Town shall require that the extension of any infrastructure be designed such to accommodate future growth within the area.
4. Public and private improvements to the infrastructure system shall be funded and financially-planned to coordinate with development activity. Coordination of development activity with the Town’s Capital Improvement Program (CIP) should be encouraged.
5. The Town shall develop a policy on annexation of new land which includes a cost/benefit analysis of the annexation.
6. Promote the development of an interconnected, multi-modal circulation system (i.e. auto, pedestrian, transit, bicycle, etc.) within each Growth Area.
7. Ensure that all new developments within each Growth Area are connected with paths, sidewalks, open space and parks.
8. Promote the development of mixed-use projects (such as with a housing, commercial and employment mix) within each Growth Area.
9. Protect existing agricultural uses within the Growth Areas, and all of the Town, by requiring that new developments in proximity to agricultural uses provide appropriate buffers and disclosures to prospective/future buyers.

*Goal:* Encourage infill development within the Growth Areas as described in this General Plan, particularly within the Town core area (Growth Area 'E').

*Policies:*

1. Continue the promotion and development of a Town core design/streetscape theme.
2. Promote and encourage new development and redevelopment within the Town core through consideration of the designation of the area as a redevelopment area, the waiving or reducing of administrative and permitting fees, expedited review and approval processes, etc.

Growth Area plan



Growth Areas  
Town of Taylor General Plan Update

Date: December \_\_, 2013  
By Allen Davis

## **3.7 Cost of Development**

### **Introduction:**

The Taylor General Plan, in conformance with Growing Smarter/Growing Smarter Plus, includes an element that addresses the Cost of Development. Specifically, the Cost of Development element provides for the following:

- A component that identifies various mechanisms allowed by law that can be used to fund and finance additional public services necessary to serve development, such as bonding, special tax districts, development fees, in-lieu fees, facility construction, dedications and service privatization.
- A component that identifies policies to ensure that any mechanisms that are adopted by the Town under this element result in a beneficial use to the development, bear a reasonable relationship to the burden imposed on the Town to provide additional necessary public services to the development, and are otherwise imposed according to law.

### **Cost of Development Element:**

#### **Existing Provisions:**

Providing a wide range of services and infrastructure is a basic responsibility of local government. The Town of Taylor presently provides the following services, infrastructure and facilities to all or a portion of its homes and businesses:

- Police services (in conjunction with the Town of Snowflake)
- Fire services (volunteer – mutual aid agreement with the Town of Snowflake and other area fire departments)
- Ambulance/EMS services (in conjunction with the Town of Snowflake)
- Building Safety
- Parks & Recreation
- Street Maintenance
- Water services
- Sewer services
- Code Enforcement
- Library (in conjunction with the Town of Snowflake)
- Cemetery

#### **Trends and Challenges:**

Due to recent growth pressures, and decreasing revenues, communities within the State of Arizona are beginning to address how to make sure that new growth pays its fair share for the provision of public services and does not place an undue burden on the existing residents and businesses.

Among the methods used to address development costs are impact fees, exactions, and the dedication/donation of land and facilities. These methods, and others, are noted below.

## Potential Funding Mechanisms:

Below is a list of possible funding options currently available to the Town of Taylor for recovering and/or covering the cost of new development. These options vary greatly, and each has its own advantages and disadvantages. In evaluating these funding options, the Town should consider the following:

- **Due Process** – Is the funding mechanism substantively related to the Town’s development goals? Have proper procedures been followed in adopting and utilizing the funding mechanism?
- **Takings** – Is there a rational relationship (“rational nexus”) between the funding mechanism(s) and the impact of new development?
- **Proportionality** – Is the level of the burden imposed proportional to the cost of new development?
- **Benefit** – Will the revenue received from the funding mechanism(s) be used in a reasonable time period to benefit those providing the funding?
- **Efficiency** – How easy is the funding mechanism to implement and use? How effective is it at recovering the cost of new public services?
- **Equity** – Is the cost of the funding mechanism(s) shared equally? What about residents who can afford the full cost?
- **Enabling Legislation** – Does the Town have the right to use the funding mechanism(s)?

<b>Type</b>	<b>Description</b>	<b>Pros</b>	<b>Cons</b>	<b>Comments</b>
General Fund	Supports all services not assigned to specific category (fire, admin., etc.)	Flexibility in use of funds; no voter approval	Sensitivity to revenue sources	No voter approval
Fund Balance	Funds remaining from previous fiscal years in particular categories	Equivalent to cash; no voter approval	May be restricted to use	No voter approval
Sales Tax (presently 2%)	Tax imposed on sales within the Town of Taylor	Easy to administer; taxes both residents and non-residents; flexibility in use of funds	Sensitivity to taxes; loss of sales to other communities or county	No voter approval
Property Tax	Tax imposed on assessed property value, with primary (state set) and secondary (voter set) components. May fund capital and operating expenses	Generally stable; flexibility in use of funds; deductible from taxes	Increase in property costs; requires voter approval	Requires voter approval

Franchise Tax (presently paid by cable, gas & electric)	Taxes on services provided by private entities authorized by Town to provide utility or related services	Flexibility in use of funds; no voter approval	Sensitivity to demand	No voter approval
General Obligation (GO) Bonds	Promissory notes backed by Town's ability to generate revenue (primarily thru taxes);	Flexibility in use of funds; market acceptable	Subject to statutory limits; requires voter approval	Requires voter approval
Revenue Bonds	Promissory notes backed by specific revenue source (sales tax, fees, etc.);	Typically repaid by those utilizing facilities linked to tax/fee; usually do not require voter approval	May have higher interest rate than GO bonds; may require voter approval	May require voter approval
Special Improvement/ Capital Facilities Districts	Defined area with fees/taxes to provide specific public services. Used for both capital and operating expenses	Restriction to specified areas; may not require voter approval; may be used to issue GO bonds; flexibility in use of funds; used for large projects	Benefits only those within specified area; difficult to establish and administer; may require voter approval	May require voter approval
Municipal Corporations	Non-profit, tax exempt corporations empowered to issue revenue bonds backed by sales tax revenue	No voter approval required;	Complex administrative procedures; usually high interest rates	No voter approval required
User Fees	Recovers costs for services (parks, water, etc.). May fund operating and capital expenditures.	No voter approval required; Potentially large and stable revenue source; familiar to taxpayers; flexibility in use of funds	Structure (flat fee or graduated)	No voter approval required
Dedications	Standardized, obligatory transfers of land and/or infrastructure from a developer at no cost to Town	Provides for new land/infrastructure by new development	Potentially high administrative costs; piecemeal improvements	No voter approval required
Exactions	Negotiated, case-by- case contributions to off- site land and/or infrastructure in return for Town approval (similar to Development Agreement)	Provides for new land/infrastructure by new development	May be difficult to administer; disparity between developments; protracted negotiations	No voter approval required
Development Agreements	Voluntary (usually standardized) agreements between developer/property owner and Town to regulate use and/or for preservation	No voter approval required; mutual objectives	May be difficult to administer; disparity between developments	No voter approval required

Development Impact Fees	One-time fees imposed on developers for additional/specific infrastructure, facilities and/or services	No voter approval required; direct link between impacts and benefits	Complex adoption and administration procedures; used for new development only – existing level of service	No voter approval required
Special Industry Tax (presently there is a 2% motel/bed tax)	Tax on a specific industry (i.e. bed, board, car rental, etc.). Typically used for specific purpose (tourism, etc.)	No voter approval; taxation of residents and non-residents; flexibility in use of funds	Resistance from targeted industry and related customers	No voter approval required
Certificates of Participation	Installment sales agreement (i.e. lease/purchase), renewed annually, usually with transfer of ownership at end of time period; Usually for depreciable equipment/facilities	No voter approval required; no debt limits	Difficult to administer; high interest rates	No voter approval required
Public-Private Partnerships	Voluntary agreements to share costs of services & infrastructure between Town and developer	May result in lower costs to Town; no voter approval required	Difficult to administer; Town may be forced to take-over in event of default	No voter approval required
Privatization	Private sector handles specific facility/service. May include contracting-out, franchise agreements and specific projects	May result in lower costs to Town; reduced burden to Town; not voter approval required	Difficult to administer; Town may be forced to take-over in event of default	No voter approval required
Jurisdictional revenue/facility sharing	Agreements between Town and other public agency for sharing of revenues and costs of specific service/facilities	Potential lower costs; increased efficiency; increased resources for smaller communities	Difficult to administer; potential loss of funds/reduction in services for larger communities	No voter approval required

Of these funding options, the Town currently utilizes sales taxes (2%), a motel/bed tax (2%), and a franchise tax paid by cable, gas and electricity.

## **Cost of Development goals and policies:**

*Goal:* The Town shall equitably collect and distribute the cost of growth in order to Maintain, and where necessary/possible, improve the level of Town services and facilities.

*Policies:*

1. The Town shall require financial assurances for any new developments. The financial assurance shall address costs for all public improvements, including roadway improvements, water, sewer, etc. A warranty period, and appropriate warranty financial assurance, shall also be required.
2. Continually review the funding options noted in this Plan, as well as others, to address cost of service.
3. Continually review and update fees, at least on an annual basis, to reflect changes in the Town's cost to provide related functions and services.
4. Initiate an approach to evaluating development proposals as to their potential impact of Town services and functions, including staffing, maintenance and operational impacts. Requiring a cost/benefit analysis for new developments may assist in this effort.
5. The Town shall review and update its Capital Improvement Plan (CIP), as needed (recommended annually), and ensure that the CIP relates directly to the objectives, goals and policies of the General Plan. Additionally, coordination of development activity with the Town's Capital Improvement Program (CIP) should be encouraged.



## 4.0 Implementation Program

### **Introduction:**

The Taylor 2025 General Plan serves as a blueprint, or guide, for the future development of the Town. The success or failure of this General Plan is dependent upon how the goals and policies and other discussion items are implemented by the Town of Taylor. The Town's role in implementing this plan is to provide direction to public and private development within the Town.

The Town Manager and Zoning Administrator will be primarily responsible for the regular implementation and monitoring of this General Plan. At least annually, Town staff should review the status of development activity, status of the implementation program, and an analysis of the Town's conformance to the goals and policies of this Plan, and an evaluation of the Town's performance as it pertains to job creation, population growth, response times, area trends, etc. This information should be presented to the Planning and Zoning Commission and the Town Council, also on an annual basis.

State law requires that the General Plan undergo a comprehensive update at least once every ten years. Although this update is entitled the "2025" General Plan, it is recognized that the 'life' of this Plan is intended to be much shorter. With regular monitoring of the General Plan by Town staff, the Planning and Zoning Commission and the Town Council, the actual time for an update(s) will be determined. This may occur at relatively short intervals to reflect significant changes in population, technology, economic conditions, or as brought about by substantial annexation(s).

In the interim, it will be necessary to amend the General Plan to reflect other, less significant, changes in one or more of the elements. The most common changes will be in regard to the land use designation for a particular property. Other changes may be in regard to the classification of a roadway, to revise a particular policy, or to reflect minor text or statutory changes.

These types of amendments will be considered as Major or Minor, depending upon the type of change proposed.

Minor Amendments to the General Plan are those such as minor text changes and corrections that do not have a substantive impact on the overall context of the Plan, and in particular the Land Use element/exhibit. This will include those changes brought about by initiatives or state law. Minor Amendments will be processed as described in the Zoning Ordinance, and may occur at any time during the year (depending upon regular submittal requirements and public hearing dates).

Major Amendments to the General Plan are those such as major text changes and changes to an element or exhibit/plan that substantially alter the overall Plan and/or balance of uses. Major Amendments can only occur within an annual cycle in accordance with State Statute.

In regard to land uses, an Amendment shall be deemed to be Minor if it is as follows:

<b>Current Land Use designation ("from")</b>	<b>Proposed Land Use designation ("to")</b>
Low-Density Residential (LDR) AG-1, AG-2 Zones	MDR (< 40 acres)
	HDR (< 10 acres)
	MU, MUB, COM (< 20 acres)
	IND (< 20 acres)
	PUB & P/OS (no size limit)
Medium-density Residential (MDR) R-1 Zone	LDR (no size limit)
	HDR (< 10 acres)
	MU, MUB, COM (< 20 acres)
	IND (< 20 acres)
	PUB & P/OS (no size limit)
High-density Residential (HDR) R-2 Zone	LDR & MDR (no size limit)
	MU, MUB, COM (< 20 acres)
	IND (< 20 acres)
	PUB & P/OS (no size limit)
Commercial (COM) COM Zone	LDR & MDR (< 15 acres)
	HDR (no size limit)
	MU, MUB, IND (< 20 acres)
	PUB & P/OS (no size limit)
Mixed Use MU, MUB Zones	LDR, MDR & HDR (< 20 acres)
	COM (< 20 acres)
	IND (< 20 acres)
	PUB & P/OS (no size limit)
Industrial (IND) IND Zone	LDR & MDR (< 40 acres)
	HDR (< 20 acres)
	MU, MUB, COM (< 20 acres)
	IND (no size limit)
	PUB & P/OS (no size limit)
Public (PUB)	LDR, MDR & HDR (< 10 acres)
	MU, MUB, COM (< 10 acres)
	IND (< 10 acres)
	P/OS (no size limit)
Parks / Open Space (P/OS)	LDR, MDR & HDR (< 10 acres)
	MU, MUB, COM (< 10 acres)
	IND (< 10 acres)
	PUB (< 10 acres)

Any other Amendment shall be considered a Major Amendment to the Taylor General Plan, and shall be processed in a manner consistent with State Statutes and as determined by the Town.